**SOUND TRANSIT**

**RESOLUTION NO. R99-34**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the alignment and profiles, station locations, and vehicle maintenance base site to be built for the Central Link Light Rail Project.

WHEREAS, a Regional Transit Authority ("Sound Transit") was created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, Central Puget Sound area voters approved local funding for Sound Move, the ten-year plan for regional high-capacity transit in the Central Puget Sound Region; and

WHEREAS, the environmental impacts of Sound Move were evaluated in programmatic environmental analysis under the State Environmental Policy Act ("SEPA"), which resulted in the issuance of a final Environmental Impact Statement (EIS) on the Regional Transit System Plan in March 1993; and

WHEREAS, one component of Sound Move is an electric light rail project with up to approximately 25 miles of track (depending on the route selected) connecting some of the state's largest employment and education centers, highest density residential areas, and highest regional transit ridership areas, with approximately 23 stations located in the Cities of SeaTac, Tukwila and Seattle ("Central Link Light Rail"); and

WHEREAS, implementing the light rail element of Sound Move is intended to expand transit capacity within the region's most dense and congested corridor, provide a practical alternative to driving a car on increasingly congested roadways, support comprehensive land use

and transportation planning, provide environmental benefits, and improve mobility for travel-disadvantaged residents in the corridor; and

WHEREAS, in order to implement the Central Link Light Rail Project, Sound Transit intends to enter into a long-term agreement to purchase or lease the Downtown Seattle Transit Tunnel from King County; and

WHEREAS, in May 1997, Sound Transit completed a Major Investment Study (MIS) for Sound Move as required by federal transportation planning requirements. The MIS reviewed the prior planning and community involvement efforts and established light rail as the preferred transportation strategy in the Central Puget Sound I-5 corridor. In April 1997, the Puget Sound Regional Council reviewed and approved the MIS and cleared the proposal to proceed into project-level environmental review; and

WHEREAS, in November 1997, the Federal Transit Administration ("FTA") issued notice of its intent under the National Environmental Policy Act ("NEPA") to conduct environmental analysis of the impacts of constructing and operating the Central Link Light Rail Project. Sound Transit concurrently issued a determination of significance and scoping notice for the preparation of an EIS under SEPA. By agreement of the two agencies, these environmental reviews were combined; and

WHEREAS, the Central Link Light Rail alternatives to be evaluated were divided into six geographic segments to facilitate environmental analysis and community participation:

- Segment A: Northgate Transit Center to the University District
- Segment B: University District to Westlake Station
- Segment C: Westlake Station to S. McClellan Street
- Segment D: S. McClellan Street to Boeing Access Road

- Segment E: Tukwila
- Segment F: City of SeaTac

WHEREAS, the environmental scoping process for the Central Link Light Rail Project included extensive community outreach, formal scoping meetings, and public hearings to solicit public input on the alternative alignments and station locations that should receive detailed analysis in the draft EIS; and

WHEREAS, by Motion No. M98-40, adopted May 14, 1998, the Sound Transit Board identified the light rail routes, profiles and station location alternatives to be examined in the draft EIS; and

WHEREAS, during 1998, Sound Transit held hundreds of outreach meetings, including technical working meetings with staff from each of the cities along the Link Light Rail Project alignment and other public agencies, and community and neighborhood meetings in each geographic segment of the corridor to receive public comment on conceptual designs and technical analyses; and

WHEREAS, on December 4, 1998, Sound Transit and the FTA issued a draft EIS for the Central Link Light Rail Project. The draft EIS included a detailed analysis of the environmental impacts of each route and station alternative, as well as the vehicle maintenance base site alternatives. The draft EIS also analyzed a no-action alternative, included potential mitigation measures for reducing project impacts, and included a detailed financial analysis of the alternatives. In order to help citizens and government agencies focus their review and comments, the draft EIS also included a preliminary staff recommendation for a preferred alternative; and

WHEREAS, the draft EIS was widely distributed to affected local jurisdictions, regional, state and federal agencies, Indian tribes, community organizations, environmental and other interest groups and interested individuals; and

WHEREAS, Sound Transit held five public hearings on the draft EIS in January 1999, and received hundreds of written and oral comments on the draft EIS prior to the close of the formal draft EIS comment period on February 5, 1999; and

WHEREAS, Sound Transit held additional public meetings and received additional public comments on the identification of a preferred alternative during February 1999. In response to public and agency requests for additional analysis of a tunnel option throughout the full length of Segment D, Sound Transit developed and evaluated an all-tunnel option and issued the Rainier Valley Tunnel Environmental Technical Report on February 1, 1999, and held a public hearing on February 11, 1999; and

WHEREAS, following review of the draft EIS, the tunnel report, public comments received and other information, the Sound Transit Board identified a preferred alternative for the Central Link Light Rail Project (Motion No. M99-14, adopted February 25, 1999), and reported it as the "Locally Preferred Alternative" to the FTA pursuant to the 23 CFR 771.125; and

WHEREAS, in response to public and agency comments on the draft EIS, as well as new information developed after the draft EIS was issued, Sound Transit conducted additional evaluation of station and alignment alternatives. This additional evaluation included preparation of an Environmental Assessment, issued on August 9, 1999, that evaluated new station alternatives for the NE 45$^{th}$ Street Station in Segment B, new Capitol Hill Station and crossover alternatives in Segment B, along with four new vehicle maintenance base alternatives and associated route and profile alternatives in the North Duwamish industrial area in Segment C.

The Environmental Assessment was prepared to provide additional information about these alternatives and to allow for public and agency review of these project modifications; and

WHEREAS, Sound Transit also developed new or modified alternatives in an effort to reduce project impacts. For example, in specific response to public comments regarding safety, vehicle circulation, and pedestrian access along Martin Luther King, Jr. Way S., Sound Transit evaluated additional alternatives in Segment D, including two 93-foot wide, two-lane and four-lane, at-grade alternatives and new signalized intersections and additional pedestrian crossings along Martin Luther King, Jr. Way S.; and

WHEREAS, in specific response to public comments regarding consistency of Central Link Light Rail with the City of Tukwila's Pacific Highway Revitalization Plan along Tukwila International Blvd. (SR-99) in Segment E, Sound Transit evaluated an alternative that reduces right-of-way width and provides three new signalized pedestrian crossings and two new signalized intersections on Tukwila International Blvd. in Tukwila; and

WHEREAS, in specific response to public comments regarding service to the City of SeaTac and Sea-Tac Airport in Segment F, Sound Transit evaluated an alternative that includes a station option located directly at the proposed North End Airport Terminal (NEAT), a potential future station at South 184th Street to serve the SeaTac City Center, and additional park and ride options at the South 154th Street and South 200th Street Stations; and

WHEREAS, in specific response to public comments regarding issues affecting the University of Washington, including concerns about potential impacts upon its potential future development of additions to the Burke Museum and Gould Hall; the design and construction of the Law School; the research facilities in the Physics and Astronomy Building and future buildings in the Oceanography and Life Sciences complex; safety and security in and around

deep tunnel stations; construction impacts on the occupants of University classroom, research, residential and hospital buildings; and Sound Transit's use of University lands for temporary construction staging; Sound Transit is committed to work with the University of Washington to address each of these and other issues; and Sound Transit has stated its intention to resolve each issue in a manner that addresses the concerns of the Board of Regents of the University of Washington and the community; and

WHEREAS, Sound Transit is attempting to minimize construction truck traffic and other construction impacts by actively seeking permits to barge tunnel spoils; and

WHEREAS, on November 5, 1999, Sound Transit and the FTA issued a final EIS for the Central Link Light Rail Project. The final EIS considers and responds to the comments received on the draft EIS, the Rainier Valley Tunnel Environmental Technical Report, and the Environmental Assessment. The final EIS evaluates the preferred route, profile and station alternatives identified by the Sound Transit Board, along with alternatives evaluated in the draft EIS, as well as the new or modified alternatives that were developed in response to public or agency comment (including the alternatives evaluated in the Environmental Assessment). The final EIS also evaluates different length alternatives (including three different minimum operable segments) for the light rail line; and

WHEREAS, the final EIS evaluates the environmental impacts of the alternatives and includes information on mitigation measures and project commitments; and

WHEREAS, Sound Transit conducted three public forums in November 1999 in order to give the public an opportunity to comment on the Board's final selection of the alignment, route and profile, station locations, and vehicle maintenance base site; and

WHEREAS, relevant environmental documents, public and agency comments and responses and other materials have been distributed to the Sound Transit Board for review and consideration prior to its decision making; and

WHEREAS, Sound Transit has the authority under the State Environmental Policy Act and implementing rules and other applicable laws to consider whether to implement a project, and if so, to take reasonable measures to mitigate adverse environmental impacts caused by the project; and

WHEREAS, the selected alignment shall be consistent with the adopted Sound Transit Financial Policies, and pursuant to said Financial Policies, the Executive Director will monitor and ensure adherence to the policies during implementation of the project, and from time to time shall make recommendations to the Sound Transit Board regarding revisions to the polices, such as lowering bond debt coverage ratios and such other revisions as may be necessary or advisable to more efficiently manage agency funds and/or to address changed circumstances consistent with subarea equity principles; and

WHEREAS, after due consideration of the environmental, social, economic and other relevant factors, including public and agency comment and environmental review, Sound Transit finds that it is in the best interest of, and will best serve, the citizens of the Sound Transit district and others, to select and implement the alignment, profile, station and maintenance site set forth below in this resolution;

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

The Central Link Light Rail Project shall include alignments, station locations, and a maintenance base location as defined below within each of six geographic segments from Northgate Transit Center to the City of SeaTac.

A. Northgate Transit Center to University District

Sound Transit has determined that the construction of this segment has the highest priority for the use of new funds and will actively seek to obtain such funds to permit construction to Northgate Transit Center, as provided in Sound Move.

While environmental analysis has been completed for this segment, a preferred alignment was not designated by the Sound Transit Board in February 1999.

Sound Transit will proceed immediately to re-engage the Northgate and Roosevelt communities to review the alignment profile and station location alternatives in light of the additional information developed as part of the final EIS. Sound Transit will also work with the resource agencies to determine their requirements for each alternative. Staff will bring this information to the Sound Transit Board to enable selection of the alignment in this segment no later than Spring 2000, and will then seek FTA approval to proceed with final design in concert with the rest of the project.

The Northgate Transit Center Station should be designed to ensure maximum integration into existing and future transit-oriented-development.

B. University District to Downtown (Westlake)

Route: Tunnel under University District, ship canal, Capitol Hill and First Hill.

1) A 240-foot tail track will be constructed north of the NE 45th Station.

2) Stations: A mined tunnel station at NE 45th Street, on the east side of 15th Avenue NE. A mined tunnel station at NE Pacific Street west of 15th Avenue NE. A cut-

and-cover tunnel station on Capitol Hill under Broadway south of E. John Street. A mined tunnel station on First Hill just north of Madison Street between Summit and Boylston near Broadway.

3) To improve connections between the University of Washington campus, the light rail station and The Ave business district, Sound Transit will provide widened sidewalks, lighting, and landscaping along a portion of NE 43rd Street between 15th Avenue NE and University Way near the station entrance.

4) The crossover track planned for north of the Capitol Hill Station shall be constructed using cut-and-cover techniques under Broadway between E. John and Thomas Streets. Sound Transit will mitigate the construction impacts to businesses along Broadway and to other neighbors that will be affected by this construction. To this end, Sound Transit will develop a partnership agreement with affected Capitol Hill businesses and residents by February 2000 that outlines a strategy for addressing concerns about transportation and parking management, relocation and assistance, marketing and public relations during construction, and ongoing coordination and communications about construction activities. Cut-and-cover construction will be implemented in cooperation with the business and residential communities on Capitol Hill and Sound Transit will undertake efforts to promote the business district prior to and during construction and preserve, to the greatest extent possible, auto and transit access to the district including replacement parking.

6) The Capitol Hill and First Hill Stations should be designed in such a way to ensure maximum integration into existing and future transit-oriented-development.

C. Westlake Station to S. McClellan Street

1) Route: Use existing Downtown Seattle Transit Tunnel (DSTT). South of downtown, use E-3 Busway turning east along the south side of S. Forest Street in an elevated alignment, and then to a tunnel under Beacon Hill.

2) Stations: Existing tunnel stations at Westlake, University Street, Pioneer Square, and International District and a station north of S. Lander Street along the E-3 Busway. The existing Convention Place Station will not be converted to light rail use and King County will retain ownership of the station. Transit riders that would otherwise have used the Convention Place station can be accommodated at the First Hill or Westlake Stations.

3) Construction of an at-grade station on the E-3 Busway at South Royal Brougham Way shall be deferred, except for the construction of the basic concrete slab for the station platform, conduits, and supports required for system expansion. However, Sound Transit will actively seek public-private partnerships to complete this station as soon as possible.

4) Construction of a station at Beacon Avenue S. near S. Lander Street will be deferred except for construction of the improvements necessary for system expansion to serve Beacon Hill ridership. The Beacon Hill Station will have the highest year 2010 ridership south of downtown Seattle and should be a high priority for completion after the Northgate segment. Sound Transit will continue

to seek funds for a station shell and shafts, and, if possible, completion of the station

In the event that funding is not found to complete the station or the shelling out of the station, by the time that construction begins on this segment, Sound Transit will design and construct a solution, preferably a partially shelled station and entry shaft, within the available budget. This solution must preserve the ability to complete the station without future disruptions to light rail service.

The Lander Street station should be designed to minimize traffic impacts to Lander Street and 6th Avenue S. Sound Transit will work with the City of Seattle to design a station that is attractive and utilitarian, and that does not become the focus for non-industrial transit-oriented development in the vicinity of the station.

5) The DSTT will be converted to exclusive light rail use. Bus service will be discontinued in the DSTT to permit retrofitting the DSTT for light rail service. Relocation of the buses displaced from the tunnel during and after construction for Central Link light rail will require surface street improvements to accommodate the displaced buses.

6) A three-party agreement among King County Metro (current owner of tunnel and bus operator), Sound Transit (future owner of tunnel and light rail and Regional Express bus operator), and the City of Seattle (grantor of tunnel and street easements) is being negotiated for the purpose of transferring the tunnel and establishing which surface street improvements will be needed to accommodate more buses running on downtown surface streets both during construction and after light rail operations begin. King County Council Motion 1999-0576 states

King County's intent to provide priority tunnel access for Sound Transit trains, and provides that King County, Sound Transit, and the City of Seattle will execute a formal agreement regarding the tunnel transfer by the first quarter of 2000, and no later than the execution of a Full Funding Grant Agreement between Sound Transit and the Federal Transit Administration. The nature of the downtown surface street improvements is outlined in the November 5, 1999, memo to Downtown Stakeholders from Seattle Mayor Paul Schell, King County Executive Ron Sims, Sound Transit Board Chair Paul Miller, and Community Transit Board Chair Dave Earling and in the Downtown Seattle Surface Report dated April 14, 1999.

The Sound Move Financial Plan did not provide for the acquisition of the property rights necessary to convert the DSTT to exclusive light rail use. In accordance with the Sound Move Financial Policies, the allocation of expenditures for facilities such as the DSTT should be paid for based on subarea benefits and priorities. The DSTT is a transportation facility that will primarily benefit the North King County subarea, but in order to ensure completion of the Central Link light rail, which also serves South King County, eighty percent (80%) of the cost of acquiring the DSTT shall be allocated to the North King County subarea, and twenty percent (20%) of the cost shall be allocated to the South King County subarea.

The DSTT is a unique transportation asset in that it is an existing non-Sound Transit built facility which is being acquired from King County. A prinicple of the Sound Move plan is that each subarea will normally finance only those

facilities which benefit the subarea. Generally, cost-sharing between subareas should only occur upon mutual agreement between the subareas. In order to ensure adherence to the subarea equity prinicples set forth in Sound Move, the cost allocation approved herein for the acquisition/lease of the DSTT shall not establish a precedent for cost-sharing on other Sound Move projects, nor shall it establish a requirement for future participation in these costs from other subareas upon extension of the Link Rail Line. In order to promote the continued growth and expansion of the Sound Move high-capacity transportation system, Sound Transit reaffirms its commitment that subareas and annexed areas shall not be required to contribute a portion of the capital cost of facilities constructed before the annexation or subarea connection to the facility.

7) Construction of a new pedestrian entrance at the Westlake Station to serve the Washington State Convention and Trade Center and other areas to the east will be deferred.

Sound Transit will consider adding, in a future phase, improved pedestrian access points into Westlake Station including new escalator and elevator access. Sound Transit will cooperate with the City of Seattle, King County Metro, and the Denny Triangle neighborhood to explore options for redeveloping all or part of the existing Convention Place Transit Tunnel Station as a mixed-use, transit-oriented development, while preserving direct bus access to and from the I-5 express lanes at this location.

8) Sound Transit has committed to a "Monitor and Maintain" program and will form a committee with the City of Seattle, King County, and Community Transit to

provide adequate facilities to assure that public transit can effectively serve the central business district and that other users' needs are accommodated. The committee will agree on performance and travel time standards for buses operating on surface streets. The committee will also establish a monitoring program and make recommendations on changes necessary to meet and maintain those performance standards. The committee will also consult with and seek the input of downtown Seattle, Seattle neighborhood, and suburban stakeholders. The four parties (Sound Transit, King County, Community Transit and the City of Seattle) intend to execute an interlocal agreement establishing the mission, scope and authority of this committee.

D. S. McClellan Street to Boeing Access Road

1) Route: Martin Luther King, Jr. Way S., at-grade in median, with a 93-foot right-of-way (between stations and signalized intersections), to accommodate the light rail alignment plus four traffic lanes, or two traffic lanes plus parking.

2) Stations: S. McClellan Street, elevated; S. Edmunds Street, at grade; S. Othello Street, at-grade; S. Henderson Street, at grade.

3) Construction of a Graham Street Station shall be deferred; except for the construction of improvements necessary for system expansion to serve Graham Street ridership.

4) Sound Transit will continue to work with the community, adjacent business owners, the City of Seattle and King County on the design of the McClellan Street Station to determine the best location for bus transfer facilities and pedestrian connections, to accommodate the community's desire to develop a town center at

that location and to support the rentention and viability of key existing businesses that provide living wage jobs.

5) To ensure safety for pedestrians and vehicles, the street shall have 19 signalized intersections and nine pedestrian-only signals. Bicycle access through the Rainier Valley shall be provided by Sound Transit.

6) Sound Transit will work with the community to design pedestrian crossings that are safe and that connect the residents, businesses, and community institutions on either side of Martin Luther King, Jr. Way S.

7) Urban design enhancements and pedestrian scale improvements shall be provided on S. Edmunds Street between Martin Luther King, Jr. Way S. and Rainier Avenue S. to provide a visible and physical pedestrian connection between the light rail station and the Columbia City commercial core. Similarly urban design enhancements and pedestrian scale improvements shall be provided along S. Henderson Street between Martin Luther King, Jr. Way S. and Seward Park Avenue S. to provide visible and physical pedestrian connections between the S. Henderson Light Rail Station and the Rainier Beach commercial core.

8) Sound Transit shall establish within the North King County subarea budget a $50 million (YOE$) Transit-Oriented-Community-Development Fund ("The Fund") to be available to mitigate impacts of the construction and operation of light rail in southeast Seattle. The cost of this fund shall, to the extent possible, be offset by contributions from the City of Seattle and King County to the Central Link Light Rail Project. The Fund shall be available to the community to fund physical and economic improvements to the southeast Seattle corridor. The Fund shall be used

exclusively to increase transit ridership on the system and/or to address project impacts. Sound Transit will work with the City of Seattle and the southeast Seattle community to develop a process to decide how decisions regarding the use of The Fund will be made.

A community advisory panel or panels shall be established to set priorities and make recommendations for the use of The Fund. The Sound Transit Board shall adopt guiding principles for the use of The Fund. Expenditures from The Fund shall be generally consistent with the timing of construction of the project, the mitigation of impacts of the project, and promotion of increased ridership. The Fund shall pay all necessary and associated administrative, legal and staff support costs, including any economic feasibility studies completed to support the implementation of The Fund's programs.

9) As a part of implementing business and residential relocation and construction impact mitigation along the southeast Seattle corridor, Sound Transit will recognize and address the special needs of the community including language barriers, locations sensitive to business viability, and community continuity. Business technical assistance shall be provided as a part of the overall Sound Transit Business Assistance Program. Priority shall be given to relocation of existing businesses to locations within the same neighborhood.

10) Sound Transit shall provide access to contracting, job training and employment opportunities directed at enhancing and ensuring local employment. These programs shall include targeting outreach and recruitment within neighborhoods directly affected by Sound Transit construction impacts. Special emphasis shall

be given to census tracts that satisfy Federal guidelines for low-income neighborhoods. Sound Transit shall provide annual reports to the community reflecting the level of success in achieving significant local employment and contracting.

E. City of Tukwila

1) Route: The route will continue from the median of Martin Luther King, Jr. Way S., rising to an elevated structure and turning westward adjacent to Boeing Access Road, and will pass over the I-5 freeway. It will continue on elevated structure in the median of Tukwila International Blvd. (SR-99) and will pass over the Duwamish River and the SR-599 interchange area, continue south and come to street level in the median of Tukwila International Blvd., to the SeaTac City limits, north of SR-518.

2) Stations: Boeing Access Road Station, elevated; and S. 144th Street Station, at-grade.

The park-and-ride lot at the Boeing Access Road Station will be deferred. The Boeing Access Road Station will be part of the North King County subarea budget.

3) The design of the light rail line in the median of Tukwila International Blvd. will include design and reconstruction of Tukwila International Blvd. in partnership with the City of Tukwila and the Washington State Department of Transportation, to achieve the design aims of Tukwila's program to revitalize the boulevard including lower average motor vehicle speeds, improved safety, landscaping, and a pedestrian-friendly environment.

F. City of SeaTac

1) Route: From the at-grade alignment in the median of Tukwila International Blvd. the route will transition to an elevated structure near S. 154th Street. The route will continue south on a new elevated structure that crosses over SR-518 then continues south along the west property line of Washington Memorial Park Cemetery.

The route will then continue southeast on the west side of the Port of Seattle's proposed Intermodal Center to International Blvd. It then will proceed along the west right-of-way of International Blvd. turning southwest along the alignment of the proposed South Airport Link Road. The alignment then will continue south with an elevated crossing over S. 188th Street, and will then continue south on the east side of 28th Avenue S. to just south of S. 200th.

2) Stations: S. 154th Street elevated with a surface park-and-ride facility for approximately 670 cars; elevated at the proposed North End Airport Terminal (NEAT); and elevated at S. 200th Street with a park-and-ride facility. At S. 200th Street, Sound Transit will explore the feasibility of working with public and/or private partners to provide a parking garage in lieu of a surface lot, with the cost increment above the cost of a surface lot being borne by others. At the NEAT station, Sound Transit will continue to work with the Port of Seattle and King County Metro to explore the possibility of locating bus transfer facilities at the light rail station as opposed to the Intermodal Center (IMC). In the event that the bus facilities remain at the IMC, Sound Transit supports a direct connection on

the airport's people mover system between the light rail station/airport terminal and the IMC.

3) A 125-foot tail track will be constructed south of the station.

4) At S. 184th Street the necessary spatial envelope for a potential future City Center Station will be preserved.

Operations and Maintenance Facility:

A maintenance and operations base shall be constructed at the former site of the Rainier Brewery (known as the Rainier Brewery/Roadway Express site) between S. Forest Street, Airport Way S., south of S. Hinds Street and Seventh Avenue S. The boundaries of this initial base will not be expanded. Sound Transit will work with existing businesses by agreeing to delay, if necessary, the start of demolition and construction on the maintenance base site through May 2002, or later if mutually agreed. Sound Transit will assist in relocating businesses to suitable alternative sites to enable them to continue operating without interruption prior to demolition and clearance on the maintenance base site. Sound Transit will also work to ensure that freight mobility and industrial access issues are addressed for businesses remaining in the vicinity of the maintenance base site, and to minimize impacts on adjacent business operations.

IT IS FURTHER RESOLVED THAT:

1) The Sound Transit Board designates the Minimum Operable Segment (MOS) to be assumed for beginning negotiations on a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration as NE 45th Street in the University District to Forest Street and Airport Way including the Rainier Brewery/Roadway Express maintenance base site.

2) The Sound Transit Board intends to complete the remainder of the light rail project as a series of subsequent Minimum Operable Segments. MOS-2 will be from the maintenance base to McClellan Station. MOS-3A will be from McClellan Station to the South 200th Station in the City of SeaTac. MOS-3B will be from the NE 45th Street Station in the University District to the Northgate Transit Center.

3) Sound Transit recognizes the importance of completing the segment from the University District to the Northgate Transit Center and will actively work to identify other sources of funding that would allow completion of the Central Link Light Rail Project to the Northgate Transit Center.

4) Sound Transit commits to seeking cost savings through design and construction without compromising the project.

5) Sound Transit's priority for the North King County subarea is to fund and build the Northgate segment prior to funding and building deferred project elements.

6) The Central Link line design and operations plans and construction program shall incorporate the following principles:

   (a) Design, construction and implementation of the Central Link Light Rail Project shall strive for compatibility with neighborhoods, reliability and priority for transit services. Operating speeds for surface alignments shall be maintained at no greater than the speed limit of the adjacent traffic lanes within which right-of-way the line is located. Signalization shall be regulated to ensure travel prioritization for train movement. Left turns shall be controlled so as not to conflict with trains and to ensure safety. Train lengths shall be operated to ensure

adequate available service capacity while minimizing unnecessary impacts to communities; and

(b) As a part of ensuring full accessibility to Sound Transit services for all patrons, Sound Transit shall commit to meeting the needs of special populations, including people with disabilities and people who speak languages other than English. Sound Transit will create a community advisory committee to help develop design solutions to address accessibility issues.

7) The Sound Transit Board will perform at least annual reviews of the project to ensure that funding and expenditures remain consistent with adopted financial policies. The financial assessment will be based on the following principles:

(a) Sound Transit Financial Policies shall be followed. All funds to implement the project shall come from the subarea budget benefited by the expenditure. Subarea equity principles shall be maintained and each subarea will meet long-term bonding constraints, as set forth in Sound Transit Financial Policies.

(b) Sound Move budgeted funds for commuter rail, community connections, and regional express shall not be adversely affected as set forth in the Sound Transit Financial Policies.

(c) Sound Transit will conduct a formal review of the Central Link Light Rail financial plan prior to signing the Full Funding Grant Agreement with the Federal Transit Administration. The review will reflect the results of the FFGA, the final agreement with King County Metro regarding the transfer of the DSTT, agreements with local jurisdictions regarding financial participation, updated revenue forecasts, and refinements in the capital cost estimates. This review is

intended to ensure the project's compliance with Sound Transit Financial Policies and to ensure the ability to complete the system, including the extension to Northgate Transit Center.

(d) Shortfalls in achieving federal funding shall be dealt with in accordance with Sound Transit Financial Policies.

(e) The City of Seattle, as described in a joint letter from Mayor Paul Schell and members of the Seattle City Council, dated October 14, 1999, will financially participate in the project including negotiated utility assistance, a rebate of the portion of the sales tax on construction, financing of the traction power substations, and an amount from the City's General Fund beginning in 2001, for a total participation of approximately $43 million (1995$).

(f) King County intends to rebate a portion of the sales tax on construction for a participation of approximately $8 million (1995$). King County will assume responsibility for ensuring good east-west and inter-community connections between the Central Link Light Rail Project and existing and new bus transit services.

8) In acquiring right-of-way for the system, Sound Transit will recognize the unique needs of each property owner, tenant and business and will negotiate with sensitivity with the property owners, tenants, small businesses and others impacted by the project.

9) Sound Transit will provide a Community Ombudsman and has adopted relocation policies to minimize impacts and to encourage the long-term viability of businesses and other community institutions and resources.

10) Sound Transit will remain mindful that it is the public's money that is financing the Central Link Light Rail Project, and therefore will continue to look for ways to achieve cost savings in order to ensure that the public's money is spent wisely.

11) Safety will remain a top priority for the duration of the project, not only for workers involved in the project but also for those impacted in nearby residences and businesses in the communities the project will serve, and for Central Link riders.

12) Sound Transit remains committed to continued community involvement in the project and Sound Transit will continue to provide opportunities for the public to learn about and comment on and influence the project.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 18th day of November 1999.

Paul E. Miller
Board Chair

ATTEST:

Marcia Walker
Board Administrator